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REDA thought the topaz brooch was a box of little pills from Tannous when she first received her pastor's gift of jewelry; and so far, one would not suppose the charge of adultery to be a very serious matter in the estimation of the defendant, but perhaps in a day or two something will be said about this feature of the trial.

The Chicago produce markets were generally strong yesterday. Most pork was active and 50c per lb higher, closing at \$21.40 cash, and \$21.70 for May. Lard was in demand, and 20c per 100 lb higher, closing at \$14.42 cash, and \$14.53 for May. Meats were active and 10c per lb higher, at 8c for shoulders, 11c for short ribs, and 11c for short clears. Highwines were dull and easier, at \$1.12 per gallon asked. Flour was quiet and strong. Wheat was active and 1c higher, closing at 85c for April and 90c for May. Corn was quiet and a shade firmer, closing at 55c for April and 56c for May. Rye was quiet and firm at \$1.00. Barley was dull and inactive at \$1.01 for April, and 90c for May. Hops were active and 10c higher. Sales at \$7.55 per 100 lb. Cattle were quiet and weak. Sheep sold to a moderate extent at about Wednesday's prices.

A CLEAN RECORD.
 For four years the Republican party has had almost absolute control of State politics in Illinois. When 50,000 or 60,000 of our young men went into the Union army in 1862, the stay-at-home Democracy carried the State. The Republican majority was at the front and cast no votes that year at Illinois polls. This was, however, but a brief interregnum. The Democratic Legislature of 1862-3 disgraced itself beyond redemption, and had to be almost forced to dissolve on account of its sectional sympathies and conduct. During twelve years, then, the party of the Union has been in power. It selected the Governors, the State officers, and a majority of the members in each House of the Legislature. Its representatives appointed the different Boards that control State institutions. It is the main manager of the affairs of the State. The honor, the profit, and the responsibility of that management all belonged to the Republican party. During the time it held power, vast amounts of public money passed through the hands of its officials. Many building contracts and other public works had to be let. A State canal—New York's most fruitful source of political corruption—had to be managed. There were heavy disbursements for military purposes. War-claims against the State as well as the General Government—claims of a sort which greatly contributed to the utter corruption of Pennsylvania politics—were settled. During the fourteen years' lease of power, the Republican leaders managing these complicated matters have never early had many chances for safe and successful plunder. There have been freely charged with having availed themselves of these chances. When the Illinois Democrats used the disaffected Republicans and the Grangers as cat-paws, and so regained, in 1874, the power denied them since 1860 (except in 1862), it was announced as an "investigation" was to be the order of the day for the next two years. Everything was to be investigated. The "whited" wares of the Republican administration were to be torn to pieces. A separate committee was to follow every cent into the pockets of the successive State Treasurers and out again. Every brick laid in a wall under Republican superintendence was to be investigated. The sluggish currents of the canal were to be dragged for proofs of peculation. The upshot of these faithful hints after corruption was to be such an astonishing revelation of the various investigating committees have given birth to one very small and very ridiculous "muss." It seems that Gov. BRYANTON wrote to a man and asked him to give another man, a contractor with the State, a little time on his payments! There is no pretense that the State lost anything by this. Yet this is the sum total. Only this and nothing more. The State-house has been built at a very low cost, when we consider the magnitude of the work and the great distances which nearly every square inch of material had to be carried. It is a magnificent edifice, and will last a thousand years. The Republican corruption so freely charged during the last campaign turns out never to have existed. The only approach to it was when members of both parties combined in the Legislature of 1869 and 1870 to amend an act of special legislation. Then the Republican party carried through its project for a new Constitution, and that Constitution not only put a stop to such steals, let us hope forever, but is quoted as a model throughout England and America.

Bourbon ingenuity can pick no flaw in the honesty of Republican rule in Illinois. Attempts to do so have utterly failed. It is a clean record, fourteen years long, which the Republican party submits to the people of Illinois.

The Times, not content with the notoriety it has sought and the crown of martyrdom which it so ostentatiously displays, chooses to treat the Chicago Tribune as among its enemies, and endeavors to make the force of the facts of the case, as stated by us, in the following fashion:

The fact that the "appeal of the Grand Jury to the Court for protection" was first suggested by the Judge, and that he was the one who suggested it, is a violation of every rule of justice and equity, and is a rather important fact which the case of Mr. HANCOCK shows to be true. And yet the fact that the Judge suggested it was first mentioned by the public through Mr. HANCOCK's paper, upon information furnished (in disregard of his function) by a Grand Juror.

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statement is not true in fact, and was never made in the Tribune. What the local of THE TRIBUNE (March 16) stated as to that "visit" was:

Those allegations (of the Times) irritated some of the jurors, who are accustomed to "the freedom of the press," and yesterday morning, at their request, Judge Williams came into their room, and told them that the Tribune was not to be taken into consideration.

The Judge, having thus been called before the Grand Jury by that body, was asked if indictments for libeling the Grand Jurors would lie, and the Judge answered that such a proceeding would be of doubtful propriety; that he had been personally informed of the abuse by the paper, and for him to counsel the indicting of the Times would give the matter an air of persecution. In answer to their question, was there no means of protection in such case, he told them that if the Grand Jury would present the obnoxious articles to him in court he would be officially compelled to act by issuing a warrant for contempt. The effect of these remarks by the Court was that the Grand Jury, by a large majority, decided to take no action of any kind. The next day, however, the Times again denounced the Grand Jury more vituperatively than before, and several of the jurors by name, and the Grand Jury decided to call the official attention of the Court to the matter. These are the "facts," as stated by THE TRIBUNE, and they fully sustain the assertion that the Grand Jury appealed to the Court for protection. They utterly disprove and refute the inference which the Times makes that Judge WILLIAMS voluntarily visited the Grand Jury, or that he advised, recommended, or induced the Grand Jury to make the appeal, even when before them, at their request. The whole tenor and weight of his advice at that visit to the Grand Jury is in favor of the Grand Jury, and should not be taken official action relating to libel on the part of the Grand Jury, and the jury adopted that advice. Their subsequent action was induced by a repetition of the libels in a more scandalous and aggravated form.

THE COPPERS CREEK DAM AND LOCK.
 The defeat of the appropriation of \$70,000 for the completion of the lock and dam at Coppers Creek is just one of those stupid acts which legislative bodies sometimes commit, and the like of which any member would be ashamed if committed in his private business. The whole cost of the Coppers Creek dam will not exceed \$425,000. Of this sum, in addition to an expenditure by the United States and the receipts of the canal, the State is only asked to contribute \$70,000. If that sum had been appropriated, the work would be completed by Jan. 1, 1875. The failure to appropriate that sum will compel the suspension of the work for a year, in addition to an expenditure by the United States and the receipts of the canal, the State is only asked to contribute \$70,000. If that sum had been appropriated, the work would be completed by Jan. 1, 1875. 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RAILROAD TIME TABLE.

[illegible]

a-Depot corner of Wells and Klatsara.
 b-Depot corner of Canal and Klatsara.

MICHIGAN CENTRAL RAILROAD.

Depart, foot of Lake-st., and foot of Twenty-second.
 Michigan Central, at Grand-trunk depot corner of Randolph,
 and 56 Lake-st., Terminal House.

	Leave.	Arrive.
Mail (via main line).....	8:00 p. m.	8:00 p. m.
Day Express.....	8:00 p. m.	8:00 p. m.
Day Express.....	8:00 p. m.	8:00 p. m.
Atlantic Express.....	8:00 p. m.	8:00 p. m.
Night Express.....	8:00 p. m.	8:00 p. m.
Night Express.....	8:00 p. m.	8:00 p. m.
Morning Express.....	8:00 p. m.	8:00 p. m.
Night Express.....	8:00 p. m.	8:00 p. m.

* Sunday Ex. * Saturday and Sunday Ex.

CHICAGO & ALTON RAILROADS.

Chicago, Kansas City and Denver Short Line, via Louisville,
 Mo., and St. Louis. Chicago, St. Louis and St. Louis
 Through Line. Union Depot, West Side near Madison-st.

St. Louis and Denver Fast Mail	11:00 a. m.	2:10 p. m.
St. Louis and Northland Ex.	11:00 a. m.	2:10 p. m.
St. Louis, Springfield and Pass.	9:40 p. m.	6:00 a. m.
Chicago and St. Louis	9:40 p. m.	6:00 a. m.
Chicago and Paducah Railroad Ex.	9:40 p. m.	6:00 a. m.
St. Louis and Washington Ex.	12:30 p. m.	5:50 p. m.
St. Louis and Denver	12:30 p. m.	5:50 p. m.

C O R D O, MILWAUKEE & ST. PAUL RAILROAD.
Chicago, Denver, Northland and Canadian. Ticket Office,
200 South Commercial, opposite Chicago, Milwaukee and St. Paul.

	Leave.	Arrive.
Milwaukee, Madison, Monroe & Prairie du Chien, La Crosse & Winona	9:00 a. m.	9:45 p. m.
Milwaukee, La Crosse, Winona, St. Paul & Green Bay	9:00 a. m.	9:45 p. m.
Express; also via Milwaukee, for Ripon, Berlin, Oshkosh, Menasha & Green Bay	9:00 a. m.	9:45 p. m.
Milwaukee, Madison, Prairie du Chien, La Crosse, Winona, St. Paul & Green Bay	9:00 a. m.	9:45 p. m.
May & Stevens Point	9:00 a. m.	9:45 p. m.

[illegible]

Texas City, Leavesworth, A.	7:28 p.m.	9:30 p.m.
Dallas City, Joseph R.	7:28 p.m.	7:50 p.m.
Aurora Passenger	7:31 p.m.	8:15 p.m.
Aurora Passenger	7:31 p.m.	8:15 p.m.
Aurora Passenger	7:31 p.m.	8:15 p.m.
Aurora Passenger (Sunday)	7:31 p.m.	8:15 p.m.
Chicago & Texas Express	7:31 p.m.	8:15 p.m.
Pacific Night Exp. for Omaha	7:31 p.m.	8:15 p.m.
Chicago & Texas Express	7:31 p.m.	8:15 p.m.
Chicago & Texas Express	7:31 p.m.	8:15 p.m.
Dumery's Groce Accommodation	7:31 p.m.	8:15 p.m.
Dumery's Groce Accommodation	7:31 p.m.	8:15 p.m.
Dumery's Groce Accommodation	7:31 p.m.	8:15 p.m.

*See Standard's 12th Saturday, 12th Monday

KAIKAKEA LINE.

From Central Depot, foot Lockwood, & depot from Ferry-
ground-st., Ticket office, 211 Main-street, and at above.

	Leave.	Arrive.
Indianapolis, Louisville & Cincinnati Day Express	9:28 a.m.	7:50 p.m.

CINCINNATI AIR LINE AND KOKOMO LINE.		
From Pittsburgh, Cincinnati and St. Louis. Leaves daily, except on Sundays, Mondays, and at depot.		
	Leave.	Arrive.
Indianapolis, Louisville & Chicago Daily Express	8:00 a. m.	7:00 p. m.
Indianapolis, Louisville & Chicago Mail (daily)	7:00 p. m.	7:00 a. m.
PITTSBURGH, CINCINNATI & ST. LOUIS RAILROAD.		
From depot corner Clinton and Carroll-sts., West Side. Leaves daily, except Sundays, except, 121 Randolph-st., and at depot.		
	Leave.	Arrive.
Columbus, Pittsburgh & New York Night Express	9:00 a. m.	5:00 p. m.
Columbus, Pittsburgh & New York Night Express (daily)	7:00 p. m.	7:00 a. m.

	Leave.	Arrive.
Day Express.....	8:00 a. m.	8:00 p. m.
Express.....	8:15 p. m.	8:30 a. m.
Fast Line.....	8:30 a. m.	8:30 p. m.
Mail.....	8:45 a. m.	8:45 p. m.

BALTIMORE & OHIO RAILROAD
Trained leave from Express Station and depot foot of Twenty-second-st. Ticket office, 36 Baltimore-st.

	Leave.	Arrive.
Mail, Expresses Expeditious.....	8:30 a. m.	8:00 p. m.
Express, Daily.....	7:30 p. m.	6:30 a. m.

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.
Direct, arrival of Van Buren and Sherman-sts. Ticket office, Grand Pacific Hotel.

	Leave.	Arrive.
Omaha, Leavenworth & Atchison Ex- press Accommodations.....	10:10 p. m.	8:30 p. m.
Express.....	8:15 p. m.	8:30 a. m.
Mail.....	8:30 a. m.	8:30 p. m.

OCEAN NAVIGATION.

ONLY DIRECT LINE TO FRANCE.

The General Transatlantic Company's Fast Steamships make favorite route for the Continent direct, northwards, leaving New York as follows:

FRANCE, Havre.....	Saturday, April 16, at 9 p.m.
" " " " " "	Saturday, April 23, at 9 p.m.
FRANCE, Genoa.....	Saturday, May 1, at 9 p.m.

PRICES OF PASSAGE IN GOLD (including wine; tobacco, etc., free), as follows: First Cabin, \$100; Second Cabin, reduced rates. Steerage \$22, with superior accommodations, and including all necessaries without extra charge.

GEORGE MACKENZIE, Agent, 8 Broadway, N.Y.

National Line of Steamships.

NEW YORK TO QUEENSTOWN AND LIVERPOOL.

IRELAND.....	Saturday, April 13, at 5 p.m.
ITALY.....	Sunday, April 17, at 5 p.m.

FOR LONDON DIRECT.
DEPARTURE.—Wednesday, April 4, at 11:45 a. m.
 Cabin passage, \$10 and \$12, currency. Steamer at
 specially reduced prices. Return tickets at reduced rates.
 Special discount tickets from Liverpool to the United
 Kingdom and to London. For particulars apply to
 J. B. LARSON,
 Northwest corner Fifth and Randolph sts., (opposite new
 Sherman Hotel), Chicago.

Great Western Steamship Line.
 From New York to Bristol (England) direct.
 Departure, April 10, at 10:30 a. m. (April 11,
 if adverse). Cabin, \$14; steerage, \$4.
 Cabin Passage, \$12; Intermediate, \$6; Steerage, \$3.
 Sailing dates, \$10. Agents at Chicago: F. J. Dwyer,
 Lake Shore & M. & N. R. GEO. McDONALD, Agent.

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**NO CURE!
 NO PAY!!**

Dr. Kean.

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